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APR 25 1978

PRELIMINARY ENVIRONMENTAL REVIEW
U.S. 91 ABANDONMENT

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930 E Lyndale Ave.
Helena, Montana 59601

Prepared by
Planning and Research Bureau
Montana Department of Highways

March, 1977

MONTANA STATE LIBRARY

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Preliminary environmental review, U.S. 9



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I. DESCRIPTION OF THE PROPOSED ACTION AND ENVIRONMENT

A. Purpose

The purpose of this report is to conduct a preliminary environmental review in order to make a determination as to whether the abandonment action may have a significant effect on the Butte human environment.

B. Abandonment Defined

For the purpose of this report abandonment is defined as the release of jurisdiction and maintenance responsibilities of a public road by the Montana Department of Highways to local government if a future public use is determined or closure of the public road if no public purpose is served.

C. Description of the Proposed Action

The proposed action involves the abandonment of U.S. 91, a Federal Aid Primary Highway, which connects the City of Butte, Montana from its intersection with Continental Drive north to the Old U.S. 91 Interstate 15 junction on the Woodville Hill. This highway segment is routed through the Anaconda ACM Mining Complex and nearly vacated McQueen East Butte Area.

U.S. 91 originally constructed in 1920 was reconstructed in 1950 as the principal access route to Butte from the northeast. In 1966, Interstate 15 was constructed rerouting a major portion of the traffic from Old U.S. 91 to Interstate 15 and 90 further to the south. One major modification has already been made to the Old U.S. 91 route resulting from expansion of the Anaconda Company owned Berkeley

Pit. This major modification required utilization of a portion of Continental Drive which in turn substantially reduced the directness of the route into the Butte Central Business District. Later minor modifications were made to add certain safety features to the re-routed highway.

II. ALTERNATIVE ACTIONS

Possible alternatives considered with respect to abandonment of U.S. 91 include the following:

Alternative 1 - Abandon Without Replacement

This alternative would consider abandoning the Old U.S. 91 highway facility without requiring any type of replacement road facility either in the near vicinity or within the Butte Urban Area.

Alternative 2 - Abandon With Replacement

Under this alternative, replacement would require either similar facility replacement or modifications to other parts of the Butte Transportation System.

A. Similar Replacement Facility -

The proposed Columbia Gardens Interchange was determined unfeasible in the Butte, Montana Urban Transportation Plan and subsequent mining activity near the site precludes construction of this proposal.

B. Modifications to Other Parts of the Butte Transportation System

1. Upgrade the Harrison Avenue Interchange - feasible.
2. Shift East Butte Interchange and provide ramps on Continental Drive - unfeasible - Possible lower standard ramp design on Continental Drive Overpass may be feasible.

Alternative 3 - Not Abandon

Retain U.S. 91 facility as is without vacating or abandoning the right of way. It is possible that an overpass to separate the haul road and Old U.S. 91 may be constructed by the Anaconda Company should this alternative be selected. However interest by the mining firm to construct this type of facility seems to have diminished.

III. EVALUATION OF THE IMMEDIATE AND CUMULATIVE IMPACT ON THE PHYSICAL ENVIRONMENT

It is doubtful that, should abandonment of U.S. 91 take place, a significant impact would result on the physical environment for the for the following reasons:

A. Immediate Impacts

1. U.S. 91 is presently a high activity form of land use. Abandoning the highway right of way would lead to mining also a high activity land use form.
2. The U.S. 91 right of way is a small portion of land in relation to the total area being mined.
3. Original land use forms have already been substantially modified.
4. The Anaconda Company site including U.S. 91 being considered for abandonment has been designated in the Butte Community's transportation and comprehensive land use planning program as an area set aside for mining and related activities.

(Refer to Appendix 1)

5. Mining in the U.S. 91 right of way itself would not appear to cause any noticable changes in the extent of additional dust, activity or noise levels.
6. It is possible that removing the road facility would cause

land drainage pattern changes.

B. Cumulative Impacts

7. Abandonment of the U.S. 91 right of way will facilitate movement of mining operations in closer proximity to adjacent residential areas in the north flats neighborhood thereby increasing the exposure to dust, higher activity, noise levels and resulting in greater visual deterioration. (Refer to Appendix 2)

IV. EVALUATION OF THE IMMEDIATE AND CUMULATIVE IMPACT ON THE HUMAN POPULATION IN THE AREA TO BE AFFECTED BY THE PROPOSED ACTION.

A. Immediate Impacts

1. Loss of access would effect an estimated 40 non-Anaconda Company held mining tracts on Woodville Hill, twenty four of which are immediately adjacent to U.S. 91.
2. Loss of access to three remaining commercial, 24 residential properties, two fire station facilities and a playground in the McQueen-East Butte area at this time would have a detrimental effect on the values of these remaining properties. The Anaconda Company has indicated that they would acquire these properties by July 1, 1977.
3. The abandonment of U.S. 91 would result in additional distance, time and operating costs for all U.S. 91 users originating in neighborhoods north of the I-90 - I-15 Interstate System in Butte. Annual additional costs to the Butte Community are estimated at \$63,552.
4. Approximately 433 trips would be rerouted to the Harrison Avenue Interchange already substantially congested.

5. Loss of U.S. 91 access from the U.S. 91 - I-15 Junction would cause considerable backtracking through neighborhood areas in order to gain entrance to the Silver Bow County General Hospital and other land use activities located in the southeast Flats and northeast Country Club neighborhood areas. Infiltration through neighborhood areas with emergency vehicles and additional traffic would both produce a hazardous condition and aid in reducing the quality adjoining residential environments.
 6. The more direct access via U.S. 91 would be lost to the existing Butte Central Business District. A few commercial establishments located along the path from U.S. 91's intersection with Continental Drive west toward the C.B.D. and south toward the Silver Bow County Hospital would appear to be affected by the loss of traffic exposure.
 7. Some minor direct access loss (excluding the Silver Bow County Hospital) would result to religious, cultural, educational, and recreational facilities.
 8. Since the C.B.D. included a large number of trip origins some of which may be employment related it is possible that closure of U.S. 91 would have a minor effect on employment in the downtown area.
 9. Impacts are not evident to any particular social structures, mores, cultures, or minorities.
- B. Cumulative Impacts
10. Possible loss of commercial establishments on Continental Drive through a reduction in traffic exposure resulting from abandonment of U.S. 91 would cause a loss in the local and State tax base resulting in a loss of tax revenues.

11. It is conceivable that the vacating of the U.S. 91 facility which would thereby facilitate mining operations in closer proximity to the Flats neighborhood area could aid in reducing the residential area's human health conditions.
12. Not abandoning the U.S. 91 right of way may lead to a loss in industrial copper production and further loss in employment.
13. Abandonment of the U.S. 91 facility does not appear to be in conflict with the Butte Community Comprehensive Land Use and Transportation Plans.
14. The closing of the U.S. 91 highway facility may create some additional demands for energy due to the additional distance required to be traveled. However vehicle engine efficiencies travelling at higher speeds with less stops and turning movements on the Interstate may offset these additional energy demands by savings in the form of gasoline, oil, and tires.
15. Retention of Old U.S. 91 would require additional energy demands through maintenance and reconstruction (estimated to be needed in 3 to 5 years).

V. CONTACTS WITH OTHER AGENCIES

Attached on the next page is a notification letter and list of agencies, groups and individuals contacted in regards to abandonment of U.S. 91. Responses to the notification letter are included behind the notification list.



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

May 1, 1975

U. S. 91 Abandonment
North of Butte

Planning & Research RECEIVED	
MAY 6 1975	
FILE	

Gentlemen:

The Montana Department of Highways has been requested by the Anaconda Company to abandon a section of Federal-aid Route 3 also known as U. S. 91. The proposed abandonment would begin at the intersection of Stuart Street and Continental Drive in Butte and extend approximately 3.2 miles northeasterly along U. S. 91 to near its present junction with Interstate 15 at the top of Woodville Hill. The attached map shows the portion of road that would be abandoned. The Anaconda Company has requested that this abandonment be made in order to expedite their eventual expansion of their open pit mining operation in this section of the Butte urban area.

The segment of U. S. 91 proposed for abandonment directly serves the central business district of Butte and other areas and in 1974 carried an average daily traffic volume of 640 vehicles. The Butte urban area is presently served by interchanges with Interstate 15 and Interstate 90 on the south, east, and west. The abandonment of that portion of U. S. 91 described above would necessitate out-of-direction travel for the vehicles presently using this facility.

The Department of Highways, before acting on the Anaconda Company's petition for abandonment, is studying the possible effects and impacts such an abandonment would have. Therefore, this letter is being sent to inform you and those on the distribution of our intentions to perform these studies and to ask you to provide any information that you may have concerning the proposal. This information could pertain to such matters as any possible problems the abandonment could cause, environmental concerns you may have, or views or opinions for or against the proposal. During our studies, alternate means of access to help mitigate that lost by the abandonment will be investigated.

GEORGE J. JONES, JR., CHIEF, DEPT. OF HIGHWAYS

F. B. JONES, JR., CHIEF, DEPT. OF HIGHWAYS

A public hearing will be held at the appropriate time to allow the public to voice their opinions concerning the alternates that will be selected during the study of the proposal.

The following list indicates those to whom this letter is being sent. If you are aware of other agencies, groups, or individuals that might be concerned and are not on the list, please notify us and we will contact them.

Department of Fish & Game
Assistant Administrator (2 copies)
Environment & Information Division
Sam W. Mitchell Building
Helena, Montana 59601

Mr. Clark Neilson
Dept. of Health & Environmental Sciences
Air Quality Bureau
Cogswell Building
Helena, Montana 59601

Federal Housing Administration
Housing & Urban Development
Director
616 Helena Avenue
Helena, Montana 59601

U. S. Dept. of Transportation
Federal Aviation Administration
FAA Building, Room 2
Helena Airport
Helena, Montana 59601

Montana Stockgrowers Association
Secretary
P. O. Box 1679
First National Bank Building
Helena, Montana 59601

U. S. Dept. of Agriculture
State Conservationist
Soil Conservation Service
P. O. Box 970
Bozeman, Montana 59715

U. S. Coast Guard
Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98122

Frank Benich, President
Van Butte Exploration, Inc.
c/o George W. Richardson
Attorney at Law - P. O. Box 803
Butte, Montana 59701

State Clearinghouse
Office of Budget & Program Planning
Capitol Post Office
Helena, Montana 59601

Department of Fish & Game
Administrator Recreation & Parks
Sam W. Mitchell Building
Helena, Montana 59601

U. S. Department of Interior (14 copies)
Assistant Secretary - Program Policy
Attn: Director, Environmental Proj. Review
Washington, D. C. 20240

Department of State Lands
Commissioners Office
Capitol Station
Helena, Montana 59601

Dept. Natural Resources & Conservation
Administrator - Conservation District Div.
32 South Iwing
Helena, Montana 59601

Dept. Natural Resources & Conservation
Director
32 South Ewing
Helena, Montana 59601

Dept. of Intergovernmental Relations
Aeronautics Division
P. O. Box 1698
Helena, Montana 59601

Environmental Quality Council
Director (2 copies)
P.O. Box 215 - Capitol Post Office
Helena, Montana 59601

Montana Wildlife Federation
Chairwoman, Highway Committee
1015 Peosta
Helena, Montana 59601

Sierra Club
Bitterroot Mission Group
P. O. Box 315
Missoula, Montana 59801

U. S. Department of Transportation
Federal Highway Administration
501 North Fee
Helena, Montana 59601

Director of Public Works
City of Butte
City Hall
Butte, Montana 59701

School District No. 1
Attn: Robert Vivian
3231 Busch Street
Butte, Montana 59701

Defense Civil Preparedness Agency
Federal Regional Center
Bothell, Washington 98011

Institute of Applied Research
Montana State University
Bozeman, Montana 59715

Montana League of Conservation Voters
1823 Highland
Helena, Montana 59601

The Wilderness Society
4260 East Evans Avenue
Denver, Colorado 80222

Bearings Inc.
510 East Aluminum
Butte, Montana 59701

Beneficial Finance Company of Butte
120 W. Park
Butte, Montana 59701

Board of County Commissioners
Silver Bow County
Courthouse
Butte, Montana 59701

City County Planning Board
President
Courthouse
Butte, Montana 59701

Department of the Army
Seattle District, Corps of Engineers
1519 Alaskan Way South
Seattle, Washington 98104

D. J. McCaig, Secretary
Butte Uptown Association
P. O. Box 37
Butte, Montana 59701

First Metals Bank & Trust Company
Park & Main
Butte, Montana 59701

Friends of the Earth
P. O. Box 882
Billings, Montana 59103

Montana Automobile Association
P. O. Box 1703
Helena, Montana 59601

Mr. Richard P. Graetz
P. O. Box 894
Helena, Montana 59601

Automotive Supply Company
115 South Arizona
Butte, Montana 59701

Beebe Grain Company
712 East Front
Butte, Montana 59701

Bertoglio Storage & Distributing Company
800 Utah Avenue
Butte, Montana 59701

Bob & Joe's Wholesale Company
813 South Arizona
Butte, Montana 59701

Brown's Auto Parts Company
25 South Montana
Butte, Montana 59701

Cannon-Lowden Company
630 Utah Avenue
Butte, Montana 59701

Chevron Oil Company
1021 South Montana
Butte, Montana 59701

Christie's
20 West Broadway
Butte, Montana 59701

City Transfer Line
743 South Wyoming
Butte, Montana 59701

Cooney Brokerage Company
600 South Arizona
Butte, Montana 59701

Crystal Creamery
301 South Main
Butte, Montana 59701

Dahlman Transfer & Trucking
750 Utah Avenue
Butte, Montana 59701

Farmers Union Trading Company
701 East Front
Butte, Montana 59701

First National Bank
101 North Main
Butte, Montana 59701

Gamer Shoe Store
54 West Park
Butte, Montana 59701

Gleaves Volkswagen Inc.
53 West Granite
Butte, Montana 59701

Burlington Northern Inc.
640 South Arizona
Butte, Montana 59701

Brown Foods Company
803 South Montana
Butte, Montana 59701

Capital Transfer & Storage
928 East Front
Butte, Montana 59701

Christie Transfer & Storage Company
610 East Aluminum
Butte, Montana 59701

City Taxi
39 East Broadway
Butte, Montana 59701

Cobre Tire Sales & Service
222 East Park
Butte, Montana 59701

Copper City Chevrolet-Buick
Galena & Colorado
Butte, Montana 59701

Currie Tire Service
101 East Park
Butte, Montana 59701

Eddy's Bakery
Front & Harrison Avenue
Butte, Montana 59701

Finberg's Furniture Store
44 East Park
Butte, Montana 59701

Floor Store & Drapery Center
701 Utah Avenue
Butte, Montana 59701

Garrett Freightlines Inc.
601 Garden Avenue
Butte, Montana 59701

H. B. Brink
827 East Front
Butte, Montana 59701

Hennessey's Department Store
130 North Main
Butte, Montana 59701

Highland Motor Company, Inc.
400 East Front
Butte, Montana 59701

Household Finance Corporation
127 N. Main
Butte, Montana 59701

J. C. Penney Company, Inc.
42 West Park
Butte, Montana 59701

J. W. Harkins Bottling Company
22 East Quartz
Butte, Montana 59701

Kitto's Transfer & Storage
700 East Front
Butte, Montana 59701

Knievel Imports Inc.
100 East Galena
Butte, Montana 59701

Monitor Distributors Inc.
604 Utah Avenue
Helena, Montana 59601

Montana Broom & Brush Company
730 East Iron
Butte, Montana 59701

Montana Hardware
823 South Montana
Butte, Montana 59701

Montgomery Ward Company
47 East Broadway
Butte, Montana 59701

Owl Cab Company
1 South Main
Butte, Montana 59701

Paint by Hall Brothers
1131 Utah Avenue
Butte, Montana 59701

Kunkel Pontiac-GMC Inc.
1900 Harrison Avenue
Butte, Montana 59701

Leskovar Motors
39 East Galena
Butte, Montana 59701

Mayor of Butte
City Hall
Butte, Montana 59701

McGree's Trucking
500 South Main
Butte, Montana 59701

Micone's
114 South Montana
Butte, Montana 59701

Miller's Shoe Store
301 South Arizona
Butte, Montana 59701

Miners Bank of Montana
Miners Bank Building
Butte, Montana 59701

Mountain States Telephone Company
441 North Park
Helena, Montana 59601

Newbro Drug Company
702 South Arizona
Butte, Montana 59701

Newman's Bootery
76 East Park
Butte, Montana 59701

Ossello's
926 South Arizona
Butte, Montana 59701

Pacific Hide & Fur Depot
Short & Gaylord
Butte, Montana 59701

Paumie Cleaners
60 West Galena
Butte, Montana 59701

Phil Judd Sports Store
83 East Park
Butte, Montana 59701

Pioneer Concrete & Fuel Inc.
843 Maryland Avenue
Butte, Montana 59701

Pioneer Lumber Company
216 East Front
Butte, Montana 59701

Pittsburgh Plate Glass Company
845 Utah
Butte, Montana 59701

Quilici Glass
726 South Arizona
Butte, Montana 59701

Reynolds Distribution Co., Inc.
845 South Montana
Butte, Montana 59701

Richards & Rochelle Men's Store
17 North Main
Butte, Montana 59701

Rosenberg's Furniture Company
120 North Main
Butte, Montana 59701

S. J. Perry Company
712 South Arizona
Butte, Montana 59701

Sears, Roebuck & Company
32 East Granite
Butte, Montana 59701

Shiners Furniture Company
75 East Park Plaza
Butte, Montana 59701

Skaggs Drug Centers
27 West Park
Butte, Montana 59701

Standard Furniture Store
65 East Park Plaza
Butte, Montana 59701

Sullivan Valve & Mfg. Company
28 East Galena
Butte, Montana 59701

Texaco Inc.
220 Alaska
Butte, Montana 59701

The Anaconda Company
Quartz & Main
Butte, Montana 59701

The Montana Power Company
40 East Broadway
Butte, Montana 59701

The Toggery
117 North Main
Butte, Montana 59701

Town Talk Bakery
611 East Front
Butte, Montana 59701

Treasure State Window Cleaning Company
100 West Granite
Butte, Montana 59701

Treasure States Sporting Goods, Inc.
18 West Park
Butte, Montana 59701

Union Oil Co. of California
610 East Iron
Butte, Montana 59701

United Building Centers
100 East Front
Butte, Montana 59701

Wein's
35 East Park
Butte, Montana 59701

Westinghouse Electric Corporation
949 South Montana
Butte, Montana 59701

Williams Camera Shop
33 West Park
Butte, Montana 59701

Page 7

Wilson Motor Company
8 South Montana
Butte, Montana 59701

Mile High Conservation District
Montana Tech.
Butte, Montana 59701

U. S. Postmaster
Butte, Montana 59701

Very truly yours,

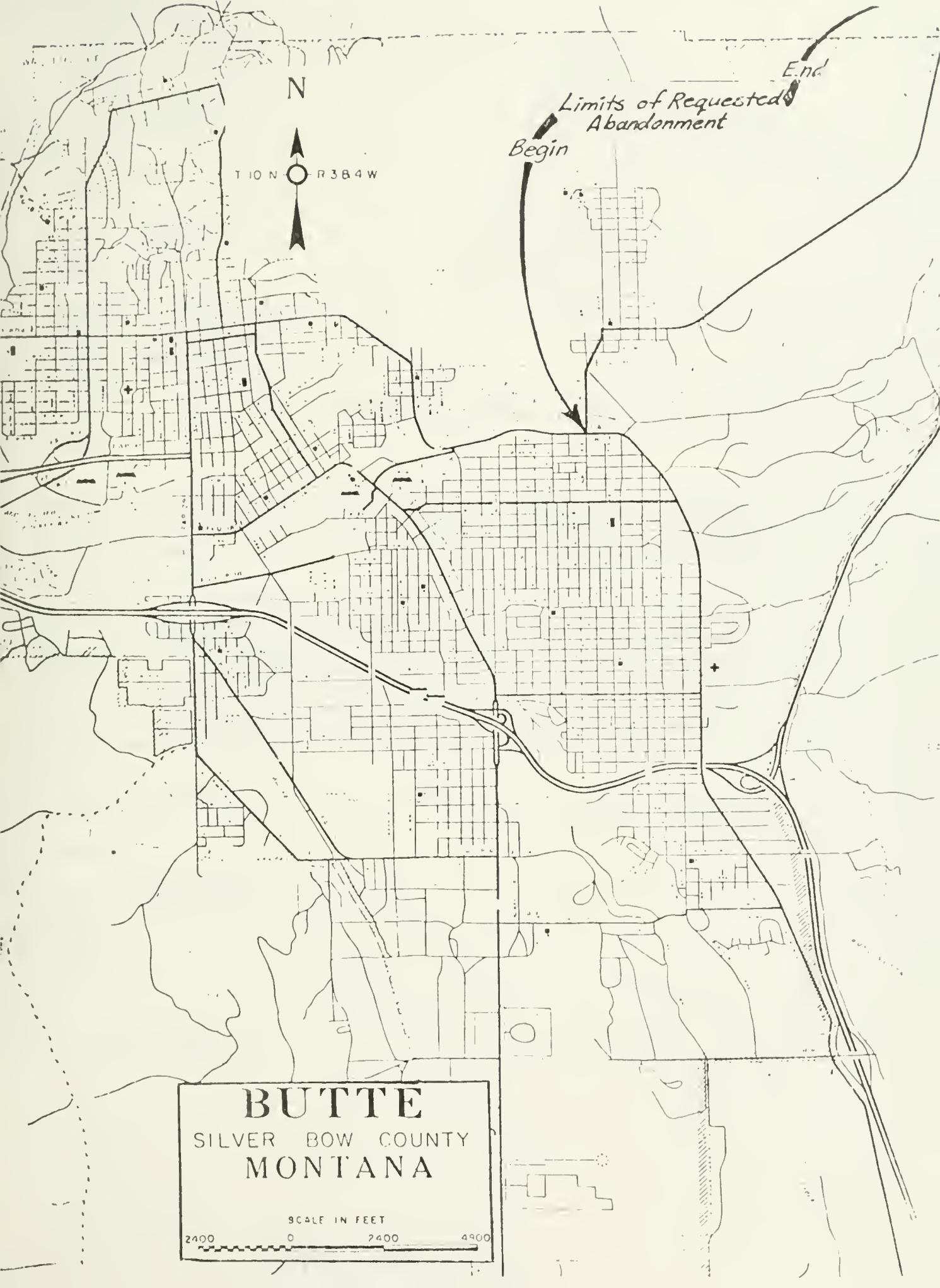
MONTANA DEPARTMENT OF HIGHWAYS

By

SCK
Stephen C. Kologi, P. E., Chief
Preconstruction Bureau

32-SCK:KFS:JCU:mg
Attachment

cc: S. C. Kologi	W/Attch.
R. E. Champion	"
✓ P. R. DeVine	"
D. D. Anderson	"
R. B. Dundas	"
L. B. Fox	"
D. S. Johnson	"
Peter Berry	"
K. F. Skoog	"



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Limits of Requested
Abandonment

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BUTTE

SILVER BOW COUNTY
MONTANA

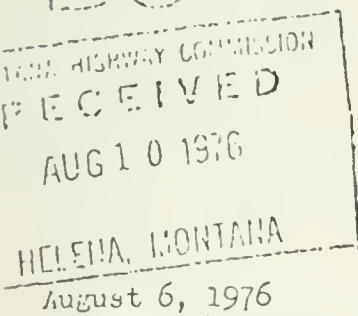
SCALE IN FEET

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BUTTE
CHAMBER
OF COMMERCE



State Highway Commission
6th Avenue & Roberts St.
Helena, Montana 59601

Reference: Anaconda Company Petition to Abandon Section of U.S. 91

Gentlemen:

The Board of Directors of the Butte Chamber of Commerce has voted in support of the Anaconda Company's petition for abandonment of U.S. 91 from the top of Woodville Hill to the Continental Drive intersection at Butte, Montana.

It is our understanding that access would be provided by the Anaconda Company to other property owners with mining claims in the affected area. Although there would be some inconvenience to people presently using that road as a shortcut, we feel that the present situation constitutes a hazard to the public. We also believe that the existing road is impeding the progress of Anaconda's mining operations and could, therefore, seriously affect the economic well-being of the Butte-Silver Bow area.

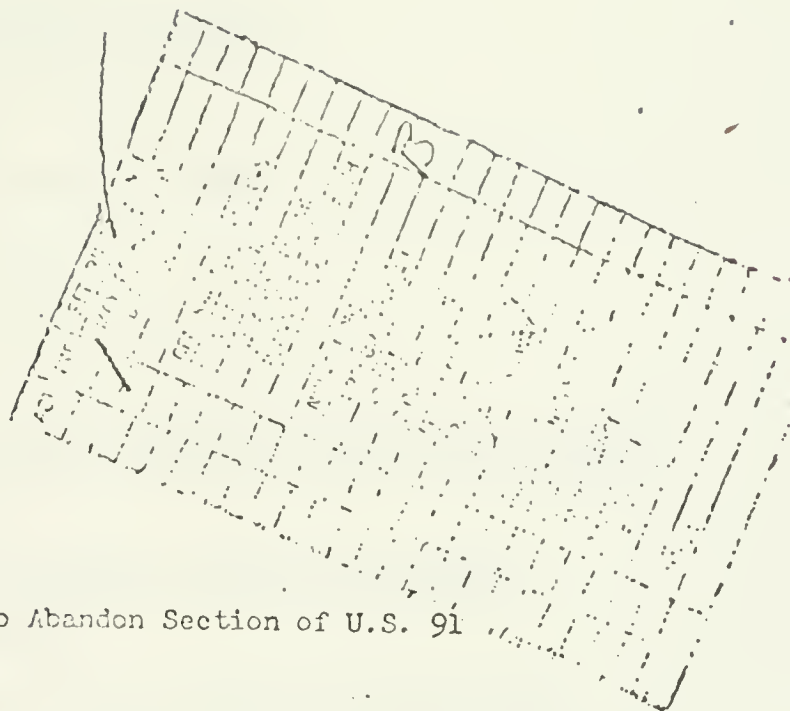
We would also support efforts to determine feasibility of an alternate access to I-15.

Sincerely,

Ken Mahle
President

KM;em

Copy: Eugene Tidball



RECEIVED
MARCH 18 1974
HELENA, MONTANA

BUTTE UPTOWN ASSOCIATION

P.O. BOX 37 - BUTTE, MONTANA 59701

March 15, 1974

Montana Highway Department
Helena, Mont. 59601

Gentlemen:

We note from the newspaper that the Anaconda Company has requested that U.S. Highway 91 on the section descending the Woodville hill into Butte be cut and abandoned.

Since this road is used by a substantial volume of traffic into the area represented by the Butte Uptown Association we are concerned about the proposal.

Our Board of Directors has adopted the following resolution:

"Resolved that this Association is opposed to cutting the Woodville hill section of U.S. Highway 91, as requested by the Anaconda Company, until and unless a suitable interchange is provided east of the present Harrison Avenue interchange on Interstate 15 such additional interchange to connect with Continental Drive."

We would suggest that a public hearing be held before any decision on the subject is made.

By order of the Board of Directors of the Butte Uptown Association

D. J. McCaig Secretary

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		32 Loc. Road Design		
		33 Existing Material		
		34 Hydraulic		
		35 Surveying Design		
		36 Photogrammetry		
	✓	37 <i>Druid's</i>		
	✓	36, Traffic		
	✓	37 Pub. Hearing		
		38 Soc. Urban		
		39 Consultant Design		
	✓	40 <i>Telo</i>		

PIONEER CONCRETE & FUEL, INC.

843 Maryland Avenue

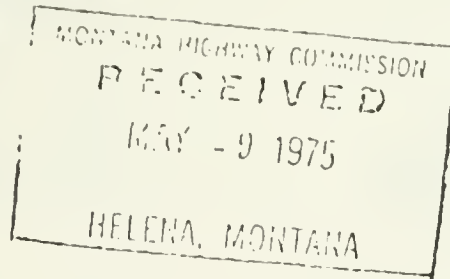
COAL

Washed Sand and Gravel

CEMENT

Ready Mixed Concrete

BUTTE, MONTANA 59701



May 7, 1975

State of Montana
Department of Highways
Helena, Montana 59601

Gentlemen:

In reply to your letter of May 1, 1975, regarding the abandonment of U.S. 91 Highway, North of Butte, we would like to advise you it will have no effect on our business.

Sincerely,

PIONEER CONCRETE & FUEL, INC.

Ted J. Farrow

TED J. FARROW
PRESIDENT

TJF:cjt

Data Recd. Preconst. 5-12-75			
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		35 Scheduling Design	
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		36 Traffic	
		37 Plan. Planning	
		38 Set - Urban	
		39 Consultant Design	
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May 7. 75
Dept of Highway!

Received your letter concerning
the Anacardo Co. for (blank)
Orment of 3.2 mi of O.S 91-N
The life of the business is done mostly
with Ranching & Farming, we do
supply feed a lot Ranchers
Herd of Bulls! Our Travels
are on the new Highway.

My Concern is that
this part of Highway should
be closed so that the Anacardo
Co. can expand open pit
mining.

It would benefit the town
people for work & help
Butte

Yours Truly
George Graham Co.
R. H. Brown

GEORGE W. RICHARDSON

May 6, 1975

Attorney at Law

MAY - 8 1975

HELENA, MONTANA

P. O. BOX 408
BUTTE, MONTANA 59701
TELEPHONE 751 5295

Department of Highways
of Montana
Helena, Montana 59601

Attention: Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau

Re: U.S. 91 Abandonment, North of Butte

Dear Mr. Kologi:

We are in receipt of your letter dated May 1, 1975.

We are absolutely against the closure of this section of U.S.
Highway # 91.

We own valuable mining property which is bisected by this section of road and which we are contemplating developing by a diamond drilling program. We will need access and will be deprived of access if this road is abandoned.

We will take all legal steps necessary to preserve access to our valuable property.

Very truly yours,

Frank Benich

Frank Benich, President
Vanbutte Exploration, Inc.

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Mail #22

TO: Director of Highways
Mr. H. J. Anderson

PROTEST TO DISCONTINUATION OF
STATE HIGHWAY 91 FROM HAYS STREET EAST TO INTERSTATE 1-15

Jerry's Distributing Co., as the lessee of Lots 8, 9, and 10 and the North 70 feet of Lot 11 and the North 72 feet of Lots 12 and 13, of the East Butte Addition, Silver Bow County, Montana, hereby object to and protest the discontinuation or closure of State Highway 91 from Hays Street East to Interstate 1-15 which directly effects the operation of its business conducted in the East Butte Addition, Silver Bow County, Montana, upon the following grounds:

1. On the ground that it conducts a distributing business located at 300 Cherry and that said Highway 91 is essential to continued access by it to markets located both in and out of Silver Bow County as well as access to its business premises in the East Butte Addition to the City of Butte.

2. That the business conducted by it will be effected by the closure of said highway and it has not joined in or authorized said closure.

3. On the ground that said closure of said Highway 91 cannot be done without detriment to the public interest.

Dated the 19th day of August, 1976.

JOHNSON, JOHNSON & KEBE

by William M. Kelle
Attorneys for Jerry's Distributing Co
6-10 First National Bank Building
Butte, Montana 59701

Date Recd. Preconst. 8/25/76	
Info	MAIL ROUTE
	30
	30 Int. Specialties
	31 Contract Plans
	32 Loc. Road Design
	33 Environmental
	34 Hydraulic
	35 Contracting Design
	36 Photogrammetry
	37 Traffic
	38 Public Hearing
	39 Surveying
	40 Construction Design
	File

Date Recd. AUG 20 1976	
Info	R/W DURLAU Mail Route
	60 Chart
	61 Asst. Chart
	62 Plans
	63 Approval
	64 Approval m
	65 Utilities
	66 Audit
	67 Permits
	68 Land
Gen. Rel.	FILL

[illegible]

STATE OF MONTANA - PORTLAND
DEPARTMENT OF INTERGOVERNMENTAL RELATIONS

Department of Health and the Environment
 HIGHWAY COMMISSION STATE OF MONTANA
 RECEIVED
 MAY 23 1975
 HELENA, MONTANA

May 22, 1975

Stephen C. Kologi, P.E., Chief
 Preconstruction Bureau
 Department of Highways
 Helena, MT 59601

Re: U.S. 91 Abandonment
 North of Butte

Dear Mr. Kologi:

Continental?

The closure of U.S. 91 north of Butte would cause a problem for that portion of the motoring public using that road. To alleviate that problem, access to Interstate 15 and 90 should be provided from Columbia Drive. The increase of traffic on Columbia Drive would also increase the dust from this road. Since Butte already has a serious dust problem and Columbia Drive is a major source, we strongly recommend Columbia Drive be upgraded with curb and gutter and provided regular cleaning maintenance to minimize the dust problem.

With these two changes in existing roadways, we feel there should be no adverse effect on air quality by the referenced project.

Sincerely,

R. Clark Neilson

R. Clark Neilson
 Air Pollution Control Specialist
 Air Quality Bureau

RCN:dmg

Date Recd Preconst. 1975			
Act	Info	MAIL ROUTE	Attach Initial
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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FAA BUILDING, ROOM 2
HELENA AIRPORT
HELENA, MONTANA 59601



May 14, 1975

Mr. Stephen C. Kologi, P. E.
Supervisor - Preconstruction Section
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

This will acknowledge your May 1, 1975, letter regarding a proposal to abandon a section of Federal-aid Route 3 in Butte, Montana.

The proposed project should not conflict with the Bert Mooney-Silver Bow County Airport. We appreciate being advised of the proposed project.

Sincerely,

Robie B. Strickland
ROBIE B. STRICKLAND
Chief, Airport District Office

Date Recd. Preconst. 5-15-75		MAIL ROUTE	Attach	Initial
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✓	32	32 Highway Bridges		
✓	33	33 Highway Bridges		
✓	34	34 Hydraulic		
✓	35	35 Highway Bridges		
✓	36	36 Highway Bridges		
✓	37	37 Pub. Hearing		
✓	38	38 Sec. Union		
✓	39	39 Consultant Design		
✓		File		

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UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
711 Central Avenue
Billings, Montana 59102

May 27, 1975

Your Reference:
U.S. 91 Abandonment
North of Butte

Mr. Stephen C. Kologi
Chief Preconstruction Bureau
Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

Your letter dated May 1, 1975, concerning the abandonment of 3.2 miles of U.S. Highway 91 north of Butte, Montana, was forwarded to this office by the Office of Environmental Project Review, Department of the Interior.

Based on the limited data provided with your letter and on informal consultation with Montana Department of Fish and Game personnel, we do not foresee any adverse impacts on fish and wildlife resources by the abandonment of this highway. Ultimately, any damage to these resources will result from expansion of the Anaconda Mine and not from abandonment of the highway.

Thank you for the opportunity to comment.

Sincerely yours,

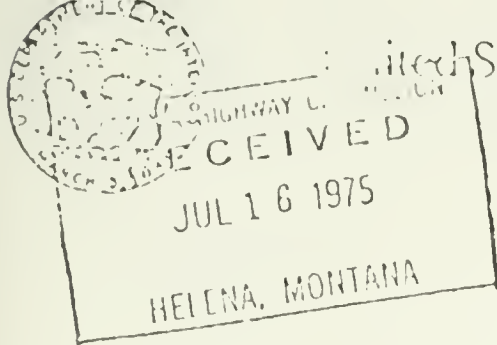
Burton W. Rounds

Burton W. Rounds
Area Manager

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United States Department of the Interior

BUREAU OF MINES

EAST 315 MONTGOMERY AVENUE
SPokane, WASHINGTON 99207

Western Field Operation Center
July 15, 1975

Mr. Steven C. Kologi, PE
Chief, Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

Your request to the Department of the Interior for comment on proposed abandonment of U.S. 91 north of Butte, Montana, has been referred to this office for review of possible mineral involvement.

The document does not discuss mineral resources, which is the primary reason for the highway abandonment. The beneficial effect of the additional copper resources to be developed by phasing out this section of the road are great and should be considered when an environmental statement is prepared.

These comments are intended only to provide technical assistance and do not constitute a formal Department of the Interior or Bureau of Mines review. Should an environmental statement be prepared, we would appreciate the opportunity to review it.

Sincerely yours,

R. N. Appling, Jr., Chief
Western Field Operation Center

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LENA, MONTANA

NATIONAL PARK SERVICE

ROCKY MOUNTAIN REGIONAL OFFICE

655 Park St.

P.O. BOX 25267

Denver, Colorado 80225

IN REPLY REFER TO.

1.7621 (PNE) CF

4 JUN 1975

Mr. Stephen C. Kologli, Chief
Preconstruction Bureau
Department of Highways
State of Montana
Helena, Montana 59601

Dear Mr. Kologit:

We wish to acknowledge receipt of your letter of May 1 concerning a proposal for the abandonment of a section of U.S. 91, north of Butte. No established park areas or other sites such as historic, natural, or environmental education landmarks will be affected by the undertaking.

In this connection we would hope that any land abandoned that would not be put to use by the Anaconda Company would be returned to a natural condition. Moreover, such activities as the Department of Highways might undertake to prepare this land for abandonment, if they involved the use of heavy equipment, should be so conducted as to protect any presently unknown cultural resources that could be located there.

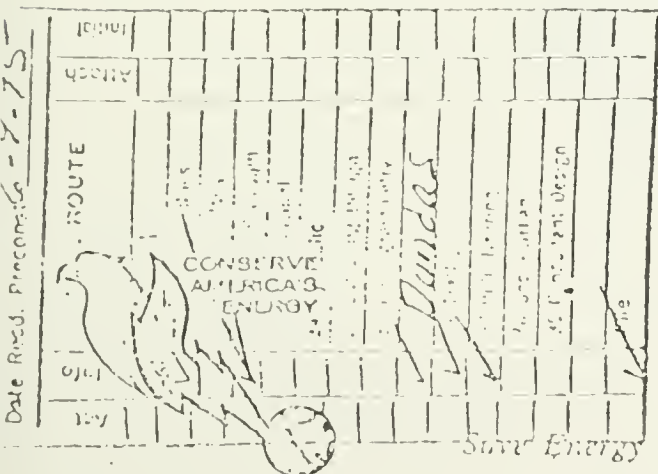
At such time as alternate means of access are being considered, we suggest that provision be made for professional survey of the preferred route. If detailed project studies are undertaken, recommendations and proposed actions resulting from such professional surveys should be included in considerations of impacts upon the cultural environmental values.

We appreciate your interest in requesting our views on the proposed undertaking.

Sincerely yours,

Richard A. Strait

Associate Regional Director,
Cooperative Activities



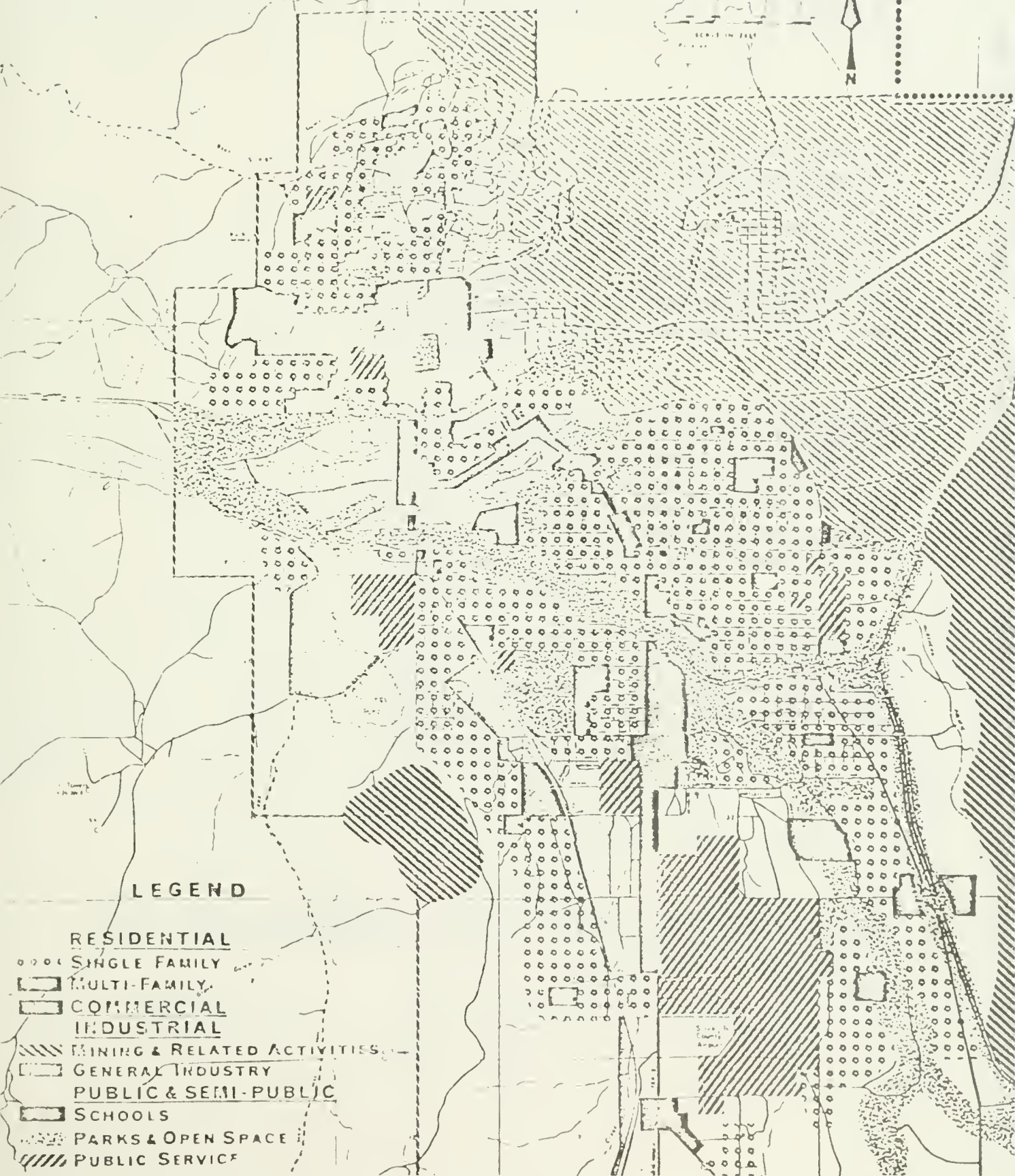
Save Energy and You Serve America!



A P P E N D I X

FIGURE IV-3

SOURCE: BUTTE URBAN TRANSPORTATION STUDY
1990 LAND-USE PLAN



flats

Flats is characterized by a predominance of single-family detached housing which has been developed on a dominant grid pattern. With the exception of the Hillcrest Area, a newly developing subdivision, this study area is extremely homogeneous. Major problems include cross traffic through potential neighborhood areas, the adjacent and expanding Anaconda operations, poor development of major peripheral traffic arterials (Harrison Ave. and Continental Dr.) and lack of neighborhood identity.

Although homogeneous in physical form, there are existing elements which could be utilized to delineate neighborhoods. Fortunately, the study area has well-defined peripheral boundaries. However, internal boundary definition breaks down. Nevertheless, there is potential to utilize feeder streets in conjunction with existing facilities such as schools, parks, neighborhood commercial areas, and the hospital to form neighborhood boundaries.

Harrison Ave. continues to be the major problem area. Its status as a major traffic arterial is impeded by and conflicts with the strip commercial activities. The result is a mile of arterial which cannot move traffic efficiently, and because of the number of uncontrolled access points and cross streets, the situation is hazardous.

SOURCE: Butte Neighborhoods, Butte-Silver Bow City County Planning Board. October, 1973.

existing conditions

